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20 March 1963

MEMORANDUM FOR THE RECORD

SUBJECT : OXCART Flight Status Report: 19 March 1963

1. Aircraft #122 (J-58 engines) made flight #7 on 19 March for a duration of fifty-two minutes. The purpose of the flight was to extend the flight envelope of this aircraft. A maximum speed of Mach 2.28 was attained and an altitude of 70,000 feet, the highest thus far reached in the program. The pilot experimented with the opening and closing of inlet by-pass doors and the manual operation of the inlet spike control. A routine landing was accomplished.

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2. Aircraft #124 (trainer aircraft with J-75 engines) made flight #40 on 19 March for a duration of one hour and thirty minutes. This was the first training flight for [redacted] Base Commander, who was checked out in the aircraft by an instructor pilot. During the flight, four dry (no fuel transfer) contacts were made with a KC-135 tanker to simulate a refueling exercise. The flight was terminated after an aircraft hydraulic malfunction occurred.

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3. Aircraft #124 (trainer aircraft) made flight #41 on 19 March for a duration of one hour and twenty-five minutes. This was the second training flight of the day for [redacted], with an instructor pilot. An afterburner takeoff was made and single engine characteristics of aircraft explored. Four low approaches, four touch and go landings and one full stop landing were made. The drag chute deployed at about the 5,000 foot point during the landing roll.

4. Aircraft #121 (J-58 engines) is in the process of having an inlet control schedule changed. Aircraft #125 is grounded for the installation of a new pressurized nose and ABC-50 installation. Aircraft #126 was shipped from Burbank

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18 March and should arrive [] on 20 March. Aircraft #123 (J-75 engines) has completed a periodic maintenance inspection and now is available for the resumption of inertial navigation system and camera tests.

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Chief, Development Division
(Special Activities)

John Parangosky:C/DD/OSA:huj (20 March 1963)

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